

Entertainments.

THEATRE ROYAL,
CITY HALL.

Under the distinguished patronage of
HIS EXCELLENCY THE GOVERNOR, SIR
WM. ROBINSON, K.C.M.G.,
AND SUITE.

TO-MORROW
(THURSDAY), 17th October,
CHÉVALIER DO KONTSEKI,
Court Pianist to the Emperor of Germany,
and the only living
PUPIL OF BEETHOVEN,
will give a

Grand Piano Recital,
HONGKONG'S MOST PROMINENT AMATEURS.

Doors open at 7.30 p.m.
Concert to commence at 8.15 p.m.

Prices, \$2.00 and \$1.00.

SEATS can now be booked at Messrs.
W. ROBINSON & Co.'s Music Warehouse,
Hongkong, October 16, 1895. 1895

Notices to Consignees.

OCCIDENTAL & ORIENTAL STEAM-
SHIP COMPANY.

GENERAL AVERAGE S.S. *DELIGO*.

A PORTION of this Vessel's Cargo hav-
ing arrived, it has been landed into
the Company's Godowns at Wanchai, and
Consignees are hereby notified to take im-
mediate delivery.

A General Average Bond must be signed
and a deposit of fifty per cent. (50%) made
on the ARRIVED VALUE of the Cargo
previous to countersignature of Bills of
Lading.

The Vessel is lying at the Com-
pany's Office for signature.

J. S. VAN BUREN,
Agent.

Hongkong, October 12, 1895. 1911

GLEN LINK OF STEAM PACKETS.

FROM ANTWERP, LONDON AND
STRAITS.

THE Steamship *Glenary* having arrived
from the above Ports, Consignees of
Cargo by her are hereby notified that
their Goods are being landed at their risk
into the Godowns of the HONGKONG AND
KOWLOON WHARF & GODOWN CO., LTD.,
at Kowloon, whence delivery may be ob-
tained.

Cargo remaining undelivered after the
21st instant will be subject to rent.

No Fire Insurance has been effected.

Consignees are requested to present all
Claims for damages and/or shortages not
later than the 28th instant, otherwise they
will not be recognized.

Bills of Lading will be countersigned by
JARDINE, MATHESON & Co.,
Agents.

Hongkong, October 14, 1895. 1915

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND
SINGAPORE.

THE Company's S.S. *Chelidra* having
arrived from the above Ports, Consignees
of Cargo by her are hereby notified that
their Goods will be delivered from
alongside.

Cargo impeding the discharge or remain-
ing on board after 10 p.m. on the 16th
will be landed at Consignees' risk and
expense into Godowns at East Point.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by
JARDINE, MATHESON & Co.,
General Managers.

Hongkong, October 14, 1895. 1914

AUSTRIAN LLOYD'S STEAM
NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM TRIESTE, VENICE, PORT
SAID, SUEZ, JEDDAH,
BALKH, MASSAWAH, HODEDDA,
ADEN, HOMBAY,
COLOMBO, PENANG & SINGAPORE.

THE S.S. *Maquis* having arrived from
the above Ports, Consignees of Cargo are
hereby notified that their Goods are being
landed at their risk into the Godowns of
the HONGKONG AND KOWLOON WHARF &
GODOWN CO., LTD., whence delivery may
be obtained.

This Vessel carries on Cargo:—
From CALCUTTA, ex *Agila*, trans-
hipped at Colombo. From TRIESTE, ex
Imperator, transhipped at BOMBAY.
From VENICE, ex *Carleotta*, transhipped
at TRIESTE. From VENICE, ex *Saturno*,
transhipped at TRIESTE.

No Claims will be admitted after the
Goods have left the Godowns, and all Claims
must be sent to the Undersigned before
NOON on the 16th instant, or they will
not be recognized.

No Fire Insurance has been effected, and
any Goods remaining in the Godowns after
the 16th instant will be subject to rent.

Bills of Lading will be countersigned by
SANDER & Co.,
Agents.

Hongkong, October 12, 1895. 1907

FROM HAMBURG, PENANG AND
SINGAPORE.

THE S.S. *Agila*, Captain L. MATHESON,
having arrived from the above Ports,
Consignees of Cargo are hereby notified
to send in their Bills of Lading for counter-
signature by the Undersigned, and to take
immediate delivery of their Goods from
alongside.

Optional Cargo will be forwarded unless
notice to the contrary be given before
4 p.m. TO-DAY.

Any Cargo impeding her discharge will
be landed into the Godowns of the HONG-
KONG AND KOWLOON WHARF & GODOWN CO., LTD.,
and stored at Consignees' risk and expense.
No Claims will be admitted after the
Goods have left the Godowns, and all Claims
remaining undelivered after the 16th inst.
will be subject to rent.

All broken, chafed, and damaged Goods
are to be left in the Godowns, where they
will be examined on the 16th inst. at 3 p.m.
No Fire Insurance has been effected.

SIEMSEN & Co.,
Agents.

Hongkong, October 11, 1895. 1895

Notices to Consignees.

STEAMSHIP SALAZAR.
COMPAGNIE DES MESSAGERIES
MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London
ex S.S. *Manila* and *Tyre*, from
Havre ex S.S. *Tyre*, and from Bordeaux
ex S.S. *Ville de Louviers* and *Ville de
Lille*, in connection with the above Steamer,
are hereby notified that their Goods—
with the exception of Opium, Treasure and
Valuable—being landed and stored at
their risk into the Godowns of the
HONGKONG & KOWLOON WHARF & GODOWN
COMPANY, LTD., at Kowloon, whence delivery
may be obtained immediately after landing.

Optional Cargo will be forwarded unless
notice is received from the Consignees
before 2 p.m. TO-DAY (Tuesday), the 16th
inst., requesting it to be landed here.

Bills of Lading will be countersigned by
the Undersigned.

Goods remaining unclaimed after TUES-
DAY, the 22nd instant, at Noon, will be
subject to rent, and landing charges.

All Claims must be sent in to the Com-
pany before TUESDAY, the 22nd instant, or they
will not be recognized.

All Damaged Packages will be examined
on TUESDAY, the 22nd instant, at 3 p.m.

No Fire Insurance has been effected.

C. TOURNAIRE,
Acting Agent.

Hongkong, October 15, 1895. 1922

THE CHINA MUTUAL STEAM
NAVIGATION COMPANY,
LIMITED.

NOTICE TO CONSIGNEES.

FROM GLASGOW, LIVERPOOL,
PENANG AND SINGAPORE.

THE Company's Steamship *Onia*,
having arrived from the above
Ports, Consignees of Cargo are hereby in-
formed that their Goods are being landed at
their risk into the Godowns of the HONG-
KONG & KOWLOON WHARF & GODOWN CO.,
Kowloon, whence delivery may be obtained.

No Claims will be admitted after the
Goods have left the Godowns, and all
Claims must be sent in to the Office of the
Undersigned before NOON on the 21st
instant, or they will not be recognized.

All broken, chafed, and damaged Goods
are to be left in the Godowns, where they
will be examined on the 21st instant, at 3
o'clock p.m.

No Fire Insurance has been effected, and
any Goods remaining in the Godowns after
the 21st instant will be subject to rent.

Optional Cargo will be forwarded unless
notice to the contrary be given before
NOON, TO-DAY.

Bills of Lading will be countersigned by
HOLLIDAY, WISE & Co.,
Agents.

Hongkong, October 16, 1895. 1920

Intimations.

CHAN A-TONG,
COAL MERCHANT.

No. 5, ARSENAL STREET, EAST.
Business Office: No. 21, Gilman Street.

A TERRIBLE COUGH.
A TERRIBLE COUGH.

"I have, indeed, great pleasure in adding my
testimony to your excellent preparation of Cough
Lozenges. I have used it for the last
eight years in my hospital and private practice,
and found it of great benefit. I often suffer from
Cough, and your Lozenges are the only
remedy which gives me immediate relief. Therefore
I can and do strongly recommend your
Lozenges to the public who may suffer from Cough,
Bronchitis, Whooping Cough, or any kind of Pulmo-
nary Affection."
—A. GABRIEL, M.D., F.R.C.S., & L.D.S. (Edinb.)
F.R.S.E., F.R.S.S., F.R.S.D., F.R.S.N., F.R.S.I.,
F.R.S.A., F.R.S.M., F.R.S.C., F.R.S.G., F.R.S.E.,
F.R.S.D., F.R.S.N., F.R.S.I., F.R.S.A., F.R.S.M.,
F.R.S.C., F.R.S.G., F.R.S.E., F.R.S.D., F.R.S.N.,
F.R.S.I., F.R.S.A., F.R.S.M., F.R.S.C., F.R.S.G.,
F.R.S.E., F.R.S.D., F.R.S.N., F.R.S.I., F.R.S.A.,
F.R.S.M., F.R.S.C., F.R.S.G., F.R.S.E., F.R.S.D.,
F.R.S.N., F.R.S.I., F.R.S.A., F.R.S.M., F.R.S.C.,
F.R.S.G., F.R.S.E., F.R.S.D., F.R.S.N., F.R.S.I.,
F.R.S.A., F.R.S.M., F.R.S.C., F.R.S.G., F.R.S.E.,
F.R.S.D., F.R.S.N., F.R.S.I., F.R.S.A., F.R.S.M.,
F.R.S.C., F.R.S.G., F.R.S.E., F.R.S.D., F.R.S.N.,
F.R.S.I., F.R.S.A., F.R.S.M., F.R.S.C., F.R.S.G.,
F.R.S.E., F.R.S.D., F.R.S.N., F.R.S.I., F.R.S.A.,
F.R.S.M., F.R.S.C., F.R.S.G., F.R.S.E., F.R.S.D.,
F.R.S.N., F.R.S.I., F.R.S.A., F.R.S.M., F.R.S.C.,
F.R.S.G., F.R.S.E., F.R.S.D., F.R.S.N., F.R.S.I.,
F.R.S.A., F.R.S.M., F.R.S.C., F.R.S.G., F.R.S.E.,
F.R.S.D., F.R.S.N., F.R.S.I., F.R.S.A., F.R.S.M.,
F.R.S.C., F.R.S.G., F.R.S.E., F.R.S.D., F.R.S.N.,
F.R.S.I., F.R.S.A., F.R.S.M., F.R.S.C., F.R.S.G.,
F.R.S.E., F.R.S.D., F.R.S.N., F.R.S.I., F.R.S.A.,
F.R.S.M., F.R.S.C., F.R.S.G., F.R.S.E., F.R.S.D.,
F.R.S.N., F.R.S.I., F.R.S.A., F.R.S.M., F.R.S.C.,
F.R.S.G., F.R.S.E., F.R.S.D., F.R.S.N., F.R.S.I.,
F.R.S.A., F.R.S.M., F.R.S.C., F.R.S.G., F.R.S.E.,
F.R.S.D., F.R.S.N., F.R.S.I., F.R.S.A., F.R.S.M.,
F.R.S.C., F.R.S.G., F.R.S.E., F.R.S.D., F.R.S.N.,
F.R.S.I., F.R.S.A., F.R.S.M., F.R.S.C., F.R.S.G.,
F.R.S.E., F.R.S.D., F.R.S.N., F.R.S.I., F.R.S.A.,
F.R.S.M., F.R.S.C., F.R.S.G., F.R.S.E., F.R.S.D.,
F.R.S.N., F.R.S.I., F.R.S.A., F.R.S.M., F.R.S.C.,
F.R.S.G., F.R.S.E., F.R.S.D., F.R.S.N., F.R.S.I.,
F.R.S.A., F.R.S.M., F.R.S.C., F.R.S.G., F.R.S.E.,
F.R.S.D., F.R.S.N., F.R.S.I., F.R.S.A., F.R.S.M.,
F.R.S.C., F.R.S.G., F.R.S.E., F.R.S.D., F.R.S.N.,
F.R.S.I., F.R.S.A., F.R.S.M., F.R.S.C., F.R.S.G.,
F.R.S.E., F.R.S.D., F.R.S.N., F.R.S.I., F.R.S.A.,
F.R.S.M., F.R.S.C., F.R.S.G., F.R.S.E., F.R.S.D.,
F.R.S.N., F.R.S.I., F.R.S.A., F.R.S.M., F.R.S.C.,
F.R.S.G., F.R.S.E., F.R.S.D., F.R.S.N., F.R.S.I.,
F.R.S.A., F.R.S.M., F.R.S.C., F.R.S.G., F.R.S.E.,
F.R.S.D., F.R.S.N., F.R.S.I., F.R.S.A., F.R.S.M.,
F.R.S.C., F.R.S.G., F.R.S.E., F.R.S.D., F.R.S.N.,
F.R.S.I., F.R.S.A., F.R.S.M., F.R.S.C., F.R.S.G.,
F.R.S.E., F.R.S.D., F.R.S.N., F.R.S.I., F.R.S.A.,
F.R.S.M., F.R.S.C., F.R.S.G., F.R.S.E., F.R.S.D.,
F.R.S.N., F.R.S.I., F.R.S.A., F.R.S.M., F.R.S.C.,
F.R.S.G., F.R.S.E., F.R.S.D., F.R.S.N., F.R.S.I.,
F.R.S.A., F.R.S.M., F.R.S.C., F.R.S.G., F.R.S.E.,
F.R.S.D., F.R.S.N., F.R.S.I., F.R.S.A., F.R.S.M.,
F.R.S.C., F.R.S.G., F.R.S.E., F.R.S.D., F.R.S.N.,
F.R.S.I., F.R.S.A., F.R.S.M., F.R.S.C., F.R.S.G.,
F.R.S.E., F.R.S.D., F.R.S.N., F.R.S.I., F.R.S.A.,
F.R.S.M., F.R.S.C., F.R.S.G., F.R.S.E., F.R.S.D.,
F.R.S.N., F.R.S.I., F.R.S.A., F.R.S.M., F.R.S.C.,
F.R.S.G., F.R.S.E., F.R.S.D., F.R.S.N., F.R.S.I.,
F.R.S.A., F.R.S.M., F.R.S.C., F.R.S.G., F.R.S.E.,
F.R.S.D., F.R.S.N., F.R.S.I., F.R.S.A., F.R.S.M.,
F.R.S.C., F.R.S.G., F.R.S.E., F.R.S.D., F.R.S.N.,
F.R.S.I., F.R.S.A., F.R.S.M., F.R.S.C., F.R.S.G.,
F.R.S.E., F.R.S.D., F.R.S.N., F.R.S.I., F.R.S.A.,
F.R.S.M., F.R.S.C., F.R.S.G., F.R.S.E., F.R.S.D.,
F.R.S.N., F.R.S.I., F.R.S.A., F.R.S.M., F.R.S.C.,
F.R.S.G., F.R.S.E., F.R.S.D., F.R.S.N., F.R.S.I.,
F.R.S.A., F.R.S.M., F.R.S.C., F.R.S.G., F.R.S.E.,
F.R.S.D., F.R.S.N., F.R.S.I., F.R.S.A., F.R.S.M.,
F.R.S.C., F.R.S.G., F.R.S.E., F.R.S.D., F.R.S.N.,
F.R.S.I., F.R.S.A., F.R.S.M., F.R.S.C., F.R.S.G.,
F.R.S.E., F.R.S.D., F.R.S.N., F.R.S.I., F.R.S.A.,
F.R.S.M., F.R.S.C., F.R.S.G., F.R.S.E., F.R.S.D.,
F.R.S.N., F.R.S.I., F.R.S.A., F.R.S.M., F.R.S.C.,
F.R.S.G., F.R.S.E., F.R.S.D., F.R.S.N., F.R.S.I.,
F.R.S.A., F.R.S.M., F.R.S.C., F.R.S.G., F.R.S.E.,
F.R.S.D., F.R.S.N., F.R.S.I., F.R.S.A., F.R.S.M.,
F.R.S.C., F.R.S.G., F.R.S.E., F.R.S.D., F.R.S.N.,
F.R.S.I., F.R.S.A., F.R.S.M., F.R.S.C., F.R.S.G.,
F.R.S.E., F.R.S.D., F.R.S.N., F.R.S.I., F.R.S.A.,
F.R.S.M., F.R.S.C., F.R.S.G., F.R.S.E., F.R.S.D.,
F.R.S.N., F.R.S.I., F.R.S.A., F.R.S.M., F.R.S.C.,
F.R.S.G., F.R.S.E., F.R.S.D., F.R.S.N., F.R.S.I.,
F.R.S.A., F.R.S.M., F.R.S.C., F.R.S.G., F.R.S.E.,
F.R.S.D., F.R.S.N., F.R.S.I., F.R.S.A., F.R.S.M.,
F.R.S.C., F.R.S.G., F.R.S.E., F.R.S.D., F.R.S.N.,
F.R.S.I., F.R.S.A., F.R.S.M., F.R.S.C., F.R.S.G.,
F.R.S.E., F.R.S.D., F.R.S.N., F.R.S.I., F.R.S.A.,
F.R.S.M., F.R.S.C., F.R.S.G., F.R.S.E., F.R.S.D.,
F.R.S.N., F.R.S.I., F.R.S.A., F.R.S.M., F.R.S.C.,
F.R.S.G., F.R.S.E., F.R.S.D., F.R.S.N., F.R.S.I.,
F.R.S.A., F.R.S.M., F.R.S.C., F.R.S.G., F.R.S.E.,
F.R.S.D., F.R.S.N., F.R.S.I., F.R.S.A., F.R.S.M.,
F.R.S.C., F.R.S.G., F.R.S.E., F.R.S.D., F.R.S.N.,
F.R.S.I., F.R.S.A., F.R.S.M., F.R.S.C., F.R.S.G.,
F.R.S.E., F.R.S.D., F.R.S.N., F.R.S.I., F.R.S.A.,
F.R.S.M., F.R.S.C., F.R.S.G., F.R.S.E., F.R.S.D.,
F.R.S.N., F.R.S.I., F.R.S.A., F.R.S.M., F.R.S.C.,
F.R.S.G., F.R.S.E., F.R.S.D., F.R.S.N., F.R.S.I.,
F.R.S.A., F.R.S.M., F.R.S.C., F.R.S.G., F.R.S.E.,
F.R.S.D., F.R.S.N., F.R.S.I., F.R.S.A., F.R.S.M.,
F.R.S.C., F.R.S.G., F.R.S.E., F.R.S.D., F.R.S.N.,
F.R.S.I., F.R.S.A., F.R.S.M., F.R.S.C., F.R.S.G.,
F.R.S.E., F.R.S.D., F.R.S.N., F.R.S.I., F.R.S.A.,
F.R.S.M., F.R.S.C., F.R.S.G., F.R.S.E., F.R.S.D.,
F.R.S.N., F.R.S.I., F.R.S.A., F.R.S.M., F.R.S.C.,
F.R.S.G., F.R.S.E., F.R.S.D., F.R.S.N., F.R.S.I.,
F.R.S.A., F.R.S.M., F.R.S.C., F.R.S.G., F.R.S.E.,
F.R.S.D., F.R.S.N., F.R.S.I., F.R.S.A., F.R.S.M.,
F.R.S.C., F.R.S.G., F.R.S.E., F.R.S.D., F.R.S.N.,
F.R.S.I., F.R.S.A., F.R.S.M., F.R.S.C., F.R.S.G.,
F.R.S.E., F.R.S.D., F.R.S.N., F.R.S.I., F.R.S.A.,
F.R.S.M., F.R.S.C., F.R.S.G., F.R.S.E., F.R.S.D.,
F.R.S.N., F.R.S.I., F.R.S.A., F.R.S.M., F.R.S.C.,
F.R.S.G., F.R.S.E., F.R.S.D., F.R.S.N., F.R.S.I.,
F.R.S.A., F.R.S.M., F.R.S.C., F.R.S.G., F.R.S.E.,
F.R.S.D., F.R.S.N., F.R.S.I., F.R.S.A., F.R.S.M.,
F.R.S.C., F.R.S.G., F.R.S.E., F.R.S.D., F.R.S.N.,
F.R.S.I., F.R.S.A., F.R.S.M., F.R.S.C., F.R.S.G.,
F.R.S.E., F.R.S.D., F.R.S.N., F.R.S.I., F.R.S.A.,
F.R.S.M., F.R.S.C., F.R.S.G., F.R.S.E., F.R.S.D.,
F.R.S.N., F.R.S.I., F.R.S.A., F.R.S.M., F.R.S.C.,
F.R.S.G., F.R.S.E., F.R.S.D., F.R.S.N., F.R.S.I.,
F.R.S.A., F.R.S.M., F.R.S.C., F.R.S.G., F.R.S.E.,
F.R.S.D., F.R.S.N., F.R.S.I., F.R.S.A., F.R.S.M.,
F.R.S.C., F.R.S.G., F.R.S.E., F.R.S.D., F.R.S.N.,
F.R.S.I., F.R.S.A., F.R.S.M., F.R.S.C., F.R.S.G.,
F.R.S.E., F.R.S.D., F.R.S.N., F.R.S.I., F.R.S.A.,
F.R.S.M., F.R.S.C., F.R.S.G., F.R.S.E., F.R.S.D.,
F.R.S.N., F.R.S.I., F.R.S.A., F.R.S.M., F.R.S.C.,
F.R.S.G., F.R.S.E., F.R.S.D., F.R.S.N., F.R.S.I.,
F.R.S.A., F.R.S.M., F.R.S.C., F.R.S.G., F.R.S.E.,
F.R.S.D., F.R.S.N., F.R.S.I., F.R.S.A., F.R.S.M.,
F.R.S.C., F.R.S.G., F.R.S.E., F.R.S.D., F.R.S.N.,
F.R.S.I., F.R.S.A., F.R.S.M., F.R.S.C., F.R.S.G.,
F.R.S.E., F.R.S.D., F.R.S.N., F.R.S.I., F.R.S.A.,
F.R.S.M., F.R.S.C., F.R.S.G., F.R.S.E., F.R.S.D.,
F.R.S.N., F.R.S.I., F.R.S.A., F.R.S.M., F.R.S.C.,
F.R.S.G., F.R.S.E., F.R.S.D., F.R.S.N., F.R.S.I.,
F.R.S.A., F.R.S.M., F.R.S.C., F.R.S.G., F.R.S.E.,
F.R.S.D., F.R.S.N., F.R.S.I., F.R.S.A., F.R.S.M.,
F.R.S.C., F.R.S.G., F.R.S.E., F.R.S.D., F.R.S.N.,
F.R.S.I., F.R.S.A., F.R.S.M., F.R.S.C., F.R.S.G.,
F.R.S.E., F.R.S.D., F.R.S.N., F.R.S.I., F.R.S.A.,
F.R.S.M., F.R.S.C., F.R.S.G., F.R.S.E., F.R.S.D.,
F.R.S.N., F.R.S.I., F.R.S.A., F.R.S.M., F.R.S.C.,
F.R.S.G., F.R.S.E., F.R.S.D., F.R.S.N., F.R.S.I.,
F.R.S.A., F.R.S.M., F.R.S.C., F.R.S.G., F.R.S.E.,
F.R.S.D., F.R.S.N., F.R.S.I., F.R.S.A., F.R.S.M.,
F.R.S.C., F.R.S.G., F.R.S.E., F.R.S.D., F.R.S.N.,
F.R.S.I., F.R.S.A., F.R.S.M., F.R.S.C., F.R.S.G.,
F.R.S.E., F.R.S.D., F.R.S.N., F.R.S.I., F.R.S.A.,
F.R.S.M., F.R.S.C., F.R.S.G., F.R.S.E., F.R.S.D.,
F.R.S.N., F.R.S.I., F.R.S.A., F.R.S.M., F.R.S.C.,
F.R.S.G., F.R.S.E., F.R.S.D., F.R.S.N., F.R.S.I.,
F.R.S.A., F.R.S.M., F.R.S.C., F.R.S.G., F.R.S.E.,
F.R.S.D., F.R.S.N., F.R.S.I., F.R.S.A., F.R.S.M.,
F.R.S.C., F.R.S.G., F.R.S.E., F.R.S.D., F.R.S.N.,
F.R.S.I., F.R.S.A., F.R.S.M., F.R.S.C., F.R.S.G.,
F.R.S.E., F.R.S.D., F.R.S.N., F.R.S.I., F.R.S.A.,
F.R.S.M., F.R.S.C., F.R.S.G., F.R.S.E., F.R.S.D.,
F.R.S.N., F.R.S.I., F.R.S.A., F.R.S.M., F.R.S.C.,
F.R.S.G., F.R.S.E., F.R.S.D., F.R.S.N., F.R.S.I.,
F.R.S.A., F.R.S.M., F.R.S.C., F.R.S.G., F.R.S.E.,
F.R.S.D., F.R.S.N., F.R.S.I., F.R.S.A., F.R.S.M.,
F.R.S.C., F.R.S.G., F.R.S.E., F.R.S.D., F.R.S.N.,
F.R.S.I., F.R.S.A., F.R.S.M., F.R.S.C., F.R.S.G.,
F.R.S.E., F.R.S.D., F.R.S.N., F.R.S.I., F.R.S.A.,
F.R.S.M., F.R.S.C., F.R.S.G., F.R.S.E., F.R.S.D.,
F.R.S.N., F.R.S.I., F.R.S.A., F.R.S.M., F.R.S.C.,
F.R.S.G., F.R.S.E., F.R.S.D., F.R.S.N., F.R.S.I.,
F.R.S.A., F.R.S.M., F.R.S.C., F.R.S.G., F.R.S.E.,
F.R.S.D., F.R.S.N., F.R.S.I., F.R.S.A., F.R.S.M.,
F.R.S.C., F.R.S.G., F.R.S.E., F.R.S.D., F.R.S.N.,
F.R.S.I., F.R.S.A., F.R.S.M., F.R.S.C., F.R.S.G.,
F.R.S.E., F.R.S.D., F.R.S.N., F.R.S.I., F.R.S.A.,
F.R.S.M., F.R.S.C., F.R.S.G., F.R.S.E., F.R.S.D.,
F.R.S.N., F.R.S.I., F.R.S.A., F.R.S.M., F.R.S.C.,
F.R.S.G., F.R.S.E., F.R.S.D., F.R.S.N., F.R.S.I.,
F.R.S.A., F.R.S.M., F.R.S.C., F.R.S.G., F.R.S.E.,
F.R.S.D., F.R.S.N., F.R.S.I., F.R.S.A., F.R.S.M.,
F.R.S.C., F.R.S.G., F.R.S.E., F.R.S.D., F.R.S.N.,
F.R.S.I., F.R.S.A., F.R.S.M., F.R.S.C., F.R.S.G.,
F.R.S.E., F.R.S.D., F.R.S.N., F.R.S.I., F.R.S.A.,
F.R.S.M., F.R.S.C., F.R.S.G., F.R.S.E., F.R.S.D.,
F.R.S.N., F.R.S.I., F.R.S.A., F.R.S.M., F.R.S.C.,
F.R.S.G., F.R.S.E., F.R.S.D., F.R.S.N., F.R.S.I.,
F.R.S.A., F.R.S.M., F.R.S.C., F.R.S.G., F.R.S.E.,
F.R.S.D., F.R.S.N., F.R.S.I., F.R.S.A., F.R.S.M.,
F.R.S.C., F.R.S.G., F.R.S.E., F.R.S.D., F.R.S.N.,
F.R.S.I., F.R.S.A., F.R.S.M., F.R.S.C., F.R.S.G.,
F.R.S.E., F.R.S.D., F.R.S.N., F.R.S.I., F.R.S.A.,
F.R.S.M., F.R.S.C., F.R.S.G., F.R.S.E., F.R.S.D.,
F.R.S.N., F.R.S.I., F.R.S.A., F.R.S.M., F.R.S.C.,
F.R.S.G., F.R.S.E., F.R.S.D., F.R.S.N., F.R.S.I.,
F.R.S.A., F.R.S.M., F.R.S.C., F.R.S.G., F.R.S.E.,
F.R.S.D., F.R.S.N., F.R.S.I., F.R.S.A., F.R.S.M.,
F.R.S.C., F.R.S.G., F.R.S.E., F.R.S.D., F.R.S.N.,
F.R.S.I., F.R.S.A., F.R.S.M., F.R.S.C., F.R.S.G.,
F.R.S.E., F.R.S.D., F.R.S.N., F.R.S.I., F.R.S.A.,
F.R.S.M., F.R.S.C., F.R.S.G., F.R.S.E., F.R.S.D.,
F.R.S.N., F.R.S.I., F.R.S.A., F.R.S.M., F.R.S.C.,
F.R.S.G., F.R.S.E., F.R.S.D., F.R.S.N., F.R.S.I.,
F.R.S.A., F.R.S.M., F.R.S.C., F.R.S.G., F.R.S.E.,
F.R.S.D., F.R.S.N., F.R.S.I., F.R.S.A., F.R.S.M.,
F.R.S.C., F.R.S.G., F.R.S.E., F.R.S.D., F.R.S.N.,
F.R.S.I., F.R.S.A., F.R.S.M., F.R.S.C., F.R.S.G.,
F.R.S.E., F.R.S.D., F.R.S.N., F.R.S.I., F.R.S.A.,
F.R.S.M., F.R.S.C., F.R.S.G., F.R.S.E., F.R.S.D.,
F.R.S.N., F.R.S.I., F.R.S.A., F.R.S.M., F.R.S.C.,
F.R.S.G., F.R.S.E., F.R.S.D., F.R.S.N., F.R.S.I.,
F.R.S.A., F.R.S.M., F.R.S.C., F.R.S.G., F.R.S.E.,
F.R.S.D., F.R.S.N., F.R.S.I., F.R.S.A., F.R.S.M.,
F.R.S.C., F.R.S.G., F.R.S.E., F.R.S.D., F.R.S.N.,
F.R.S.I., F.R.S.A., F.R.S.M., F.R.S.C., F.R.S.G.,
F.R.S.E., F.R.S.D., F.R.S.N., F.R.S.I., F.R.S.A.,
F.R.S.M., F.R.S.C., F.R.S.G., F.R.S.E., F.R.S.D.,
F.R.S.N., F.R.S.I., F.R.S.A., F.R.S.M., F.R.S.C.,
F.R.S.G., F.R.S.E., F.R.S.D., F.R.S.N., F.R.S.I.,
F.R.S.A., F.R.S.M., F.R.S.C., F.R.S.G., F.R.S.E.,
F.R.S.D., F.R.S.N., F.R.S.I., F.R.S.A., F.R.S.M.,
F.R.S.C., F.R.S.G., F.R.S.E., F.R.S.D., F.R.S.N.,
F.R.S.I., F.R.S.A., F.R.S.M., F.R.S.C., F.R.S.G.,
F.R.S.E., F.R.S.D., F.R.S.N., F.R.S.I., F.R.S.A.,
F.R.S.M., F.R.S.C., F.R.S.G., F.R.S.E., F.R.S.D.,
F.R.S.N., F.R.S.I., F.R.S.A., F.R.S.M., F.R.S.C.,
F.R.S.G., F.R.S.E., F.R.S.D., F.R.S.N., F.R.S.I.,
F.R.S.A., F.R.S.M., F.R.S.C., F.R.S.G., F.R.S.E.,
F.R.S.D., F.R.S.N., F.R.S.I., F.R.S.A., F.R.S.M.,
F.R.S.C., F.R.S.G., F.R.S.E., F.R.S.D., F.R.S.N.,
F.R.S.I., F.R.S.A., F.R.S.M., F.R.S.C., F.R.S.G.,
F.R.S.E., F.R.S.D., F.R.S.N., F.R.S.I., F.R.S.A.,
F.R.S.M., F.R.S.C., F.R.S.G., F.R.S.E., F.R.S.D.,
F.R.S.N., F.R.S.I., F.R.S.A., F.R.S.M., F.R.S.C.,
F.R.S.G., F.R.S.E., F.R.S.D., F.R.S.N., F.R.S.I.,
F.R.S.A., F.R.S.M., F.R.S.C., F.R.S.G., F.R.S.E.,
F.R.S.D., F.R.S.N., F.R.S.I., F.R.S.A., F.R.S.M.,
F.R.S.C., F.R.S.G., F.R.S.E., F.R.S.D., F.R.S.N.,
F.R.S.I., F.R.S.A., F.R.S.M., F.R.S.C., F.R.S.G.,
F.R.S.E., F.R.S.D., F.R.S.N., F.R.S.I., F.R.S.A.,
F.R.S.M., F.R.S.C., F.R.S.G., F.R.S.E., F.R.S.D.,
F.R.S.N., F.R.S.I., F.R.S.A., F.R.S.M., F.R.S.C.,
F.R.S.G., F.R.S.E., F.R.S.D., F.R.S.N., F.R.S.I.,
F.R.S.A., F.R.S.M., F.R.S.C., F.R.S.G., F.R.S.E.,
F.R.S.D., F.R.S.N., F.R.S.I., F.R.S.A., F.R.S.M.,
F.R.S.C., F.R.S.G., F.R.S.E., F.R.S.D., F.R.S.N.,
F.R.S.I., F.R.S.A., F.R.S.M., F.R.S.C., F.R.S.G.,
F.R.S.E., F.R.S.D., F.R.S.N., F.R.S.I., F.R.S.A.,
F.R.S.M., F.R.S.C., F.R.S.G., F.R.S.E., F.R.S.D.,
F.R.S.N., F.R.S.I., F.R.S.A., F.R.S.M., F.R.S.C.,
F.R.S.G., F.R.S.E., F.R.S.D., F.R.S.N., F.R.S.I.,
F.R.S.A., F.R.S.M., F.R.S.C., F.R.S.G., F.R.S.E.,
F.R.S.D., F.R.S.N., F.R.S.I., F.R.S.A., F.R.S.M.,
F.R.S.C., F.R.S.G., F.R.S.E., F.R.S.D., F.R.S.N.,
F.R.S.I., F.R.S.A., F.R.S.M., F.R.S.C., F.R.S.G.,
F.R.S.E., F.R.S.D., F.R.S.N., F.R.S.I., F.R.S.A.,
F.R.S.M., F.R.S.C., F.R.S.G., F.R.S.E., F.R.S.D.,
F.R.S.N., F.R.S.I., F.R.S.A., F.R.S.M., F.R.S.C.,
F.R.S.G., F.R.S.E., F.R.S.D., F.R.S.N., F.R.S.I.,
F.R.S.A., F.R.S.M., F.R.S.C., F.R.S.G., F.R.S.E

Mails.



STEAM FOR
STRAITS, OCEAN, AUSTRALIA,
INDIA, ADEN, EGYPT,
MEDITERRANEAN PORTS,
PLYMOUTH AND LONDON.
Through Bills of Lading issued for BATA-
VIA, PERSIAN GULF, CONTIN-
ENTAL AND AMERICAN PORTS.

THE Steamship **KATSAR-I-HIND**,
Capt. F. H. SETHUR, carrying Her
Majesty's Mail, will be despatched from
this for BOMBAY, on THURSDAY, the
24th October, at Noon, taking Passengers
and Cargo for the above Port. (This
Steamer connects at Bombay with the S.S.
SHANNON, which vessel takes on her
Cargo for LONDON, via SUEZ CANAL,
leaving that port on the 16th NOVEM-
BER, 1895.)

Silk and Valuables, all Cargo for France,
and Tea for London (under arrangement)
will be transhipped at Colombo into a
steamer proceeding direct to Marseilles and
London; other Cargo for London, &c., will
be conveyed via Bombay.

Parcels will be received at this Office
until 4 p.m. on the day before sailing. The
contents and value of all packages are
required.

Shippers are particularly requested to
note the terms and conditions of the Com-
pany's Bills of Lading.

For further Particulars, apply to
ALF. WOOLLEY,
Acting Superintendent,
P. & O. S. N. Co.'s Office,
Hongkong, October 10, 1895. 1895

NORTHERN PACIFIC
STEAMSHIP AND RAILROAD
COMPANIES.

VIA INLAND SEA OF JAPAN.
The attention of Passengers is directed
to the very cheap rates offered by this
Line to the PACIFIC COAST and to the
INTERIOR AND EASTERN CITIES OF THE UNITED
STATES AND CANADA and to EUROPE.

HONGKONG TO LONDON, \$400.
Excellent accommodation. First class
Table. Doctor and STEWARD carried.
HONGKONG TO NEW YORK, \$350.
The Railroad travelling is second to none
on the American Continent. Magnificent
Scenery of the ROCKY and CASCADE Moun-
tains. The YELLOWSTONE NATIONAL PARK
route. Passengers to Europe may proceed
by one of the first class ATLANTIC MAIL
LINES.

HONGKONG TO TACOMA, \$225.
Rates of Passage to other Ports on ap-
plication.
Special rates allowed to members of Go-
vernment Services.

PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION.)

Tacoma	Stratford	Victoria	Hankow	Tacoma	Victoria	Hankow
2549	2549	2549	2549	2549	2549	2549
Tuesday	Tuesday	Tuesday	Tuesday	Tuesday	Tuesday	Tuesday
Oct. 20	Oct. 20	Oct. 20	Oct. 20	Oct. 20	Oct. 20	Oct. 20

THE Steamship **TACOMA**, Captain B.
CRAWFORD, sailing at Noon, on
TUESDAY, the 20th October, will pro-
ceed to VICTORIA, B.C., and TACOMA,
and SHANGHAI, INLAND SEA, KOBE
and YOKOHAMA.

Through Bills of Lading issued to Japan,
Pacific Coast Ports, and to Canada and
United States Ports.
Consular Invoices of Goods for United
States Ports should be in quadruplicate,
and one copy must be sent forward by the
steamer to the care of the Freight Agent,
Northern Pacific Railroad, Tacoma, Wash.
Parcels must be sent to our Office (with
address marked in full) by 5 p.m., on the
day previous to sailing.

For further information as to Passage or
Freight, apply to
DODWELL, CARLILL & Co.,
Agents.
Hongkong, October 9, 1895. 1895

Intimations.

STAINFIELD'S PRIVATE HOTEL,
3 DUNDRELL STREET.

COMFORTABLY FURNISHED ROOMS,
with every convenience.
Accommodation for Table Boarders.
Particulars, Address,
Miss STAINFIELD,
Proprietress.
Hongkong, January 5, 1895. 38

GRIMAULT'S SYRUP

HYPO-PHOSPHITE OF LIME

FOR DISEASES OF THE CHEST

All suffering from Catarrh, Con-
sumption, Obstructive Coughs or
Colds and those affected with diseases
of the Chest, Lungs and Bronchial
Tubes, should take
GRIMAULT'S SYRUP OF HYPO-PHOSPHITE OF LIME
Prescribed by the leading medical authori-
ties in all countries for the last twenty-
five years with the greatest success, it
constitutes to maintain its reputation where
all other medicines have failed.

GRIMAULT'S SYRUP immediately arrests
the Cough, Spitting of blood and Night-
sweats, and the Appetite improves rap-
idly—a fact soon demonstrated by an in-
crease of weight and healthy appearance.
GRIMAULT'S SYRUP has a rose colour,
and is sold in flat white bottles. Beware
of imitations.
GRIMAULT & Co., Paris. Sold by all chemists.
For Sale by A. A. Watson & Co., Chemists.

Mails.

Occidental & Oriental Steam-
Ship Company.

FAIRING CARGO AND PASSENGERS
TO JAPAN, THE UNITED
STATES, MEXICO, CENTRAL AND
SOUTH AMERICA, AND EUROPE,
VIA
THE OVERLAND RAILWAYS,
AND
ATLANTIC & OTHER CONNECTING
STEAMERS.
VIA INLAND SEA OF JAPAN AND
HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.
Coptic (via Nagasaki), THURSDAY, Oct. 17,
Yokohama and at noon.
Hosokawa (via Nagasaki), TUESDAY, Nov. 5,
Kobe, Inland Sea, and at noon.
Yokohama (via Nagasaki), TUESDAY, Nov. 5,
Kobe, Inland Sea, and at noon.

THE Steamship **COPTIC** will be
despatched for SAN FRANCISCO,
via NAGASAKI, INLAND SEA,
YOKOHAMA and HONOLULU, TO-
MORROW, the 17th October, at Noon,
connection being made at Yokohama with
Steamers from Shanghai.

Steamers of this line pass through the
INLAND SEA OF JAPAN and call at
HONOLULU, and passengers are allowed to
break their journey at any point en route.

Through Passengers Tickets granted to
England, France, and Germany by all trans-
Atlantic lines of Steamers, and to the prin-
cipal cities of the United States or Canada.
Rates and particulars of the various routes
may be obtained upon application.

Special rates (first class only) are granted
to Missionaries, members of the Naval,
Military, Diplomatic, and Civil Services,
to European officials in service of China
and Japan, and to Government officials and
their families.

Passengers who have paid full fare, re-
turning to San Francisco for China or
Japan (or vice versa) within one year, will
be allowed a discount of 10 per cent. This
allowance does not apply to through fares
from China and Japan to Europe.

All Parcel Packages should be marked to
address in full, and same will be received
at the Company's Office until 5 p.m. the
day previous to sailing.

Consular Invoices to accompany Cargo
despatched to points beyond San Francisco,
to the United States, should be sent to the
Company's Office, addressed to the Col-
lector of Customs, San Francisco.
For further information as to Freight or
Passage, apply to the Agency of the
Company, No. 7, Praya Central.

J. S. VAN BUREN,
Agent.
Hongkong, October 16, 1895. 1814

U. S. Mail Line.

PACIFIC MAIL STEAMSHIP
COMPANY.VIA INLAND SEA OF JAPAN AND
HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

City of Rio de Janeiro
(via Nagasaki), SATURDAY, Oct. 26,
Kobe, Inland Sea, and at noon.
Yokohama (via Nagasaki), SATURDAY, Nov. 16,
Kobe, Inland Sea, and at noon.
China (via Nagasaki), TUESDAY, Nov. 26,
Kobe, Inland Sea, and at noon.

THE U. S. Mail Steamship **CITY OF**
RIO DE JANEIRO will be de-
spatched for SAN FRANCISCO, via
NAGASAKI, KOBE, INLAND SEA, and
YOKOHAMA, on SATURDAY, the
26th October, at Noon, taking Passengers
and Freight for Japan, the United States,
and Europe.

Steamers of this line pass through the
INLAND SEA OF JAPAN, and call at
HONOLULU, and passengers are allowed to
break their journey at any point en route.
Through Passage Tickets granted to
England, France, and Germany by all trans-
Atlantic lines of Steamers, and to the prin-
cipal cities of the United States or Canada.
Rates may be obtained on application.

Passengers holding through ORDERS TO
EUROPE have the choice of the Overland
Rail routes from San Francisco, including
the SOUTHERN PACIFIC, CENTRAL
PACIFIC, UNION PACIFIC, DENVER
and RIO GRANDE, and NORTHERN
PACIFIC RAILWAYS; also the CANA-
DIAN PACIFIC RAILWAY on payment
of 24 in addition to the regular tariff rate.

Passengers holding orders FOR OVER-
LAND CITIES in the United States have,
between San Francisco and Chicago, the
option of the SOUTHERN PACIFIC,
CENTRAL PACIFIC, UNION PACIFIC,
DENVER and RIO GRANDE and other
direct connecting Railways, and from Chi-
cago to destination, the choice of direct
lines.

Particulars of the various routes can be
had on application.
Special rates (first class only) are granted
to Missionaries, members of the Naval,
Military, Diplomatic, and Civil Services,
to European officials in service of China
and Japan, and to Government officials and
their families.

Through Bills of Lading issued for trans-
portation to Yokohama and other Japan
Ports, to San Francisco, to Atlantic and
Inland Cities of the United States, via
Overland Railway, to Havana, Trinidad,
and Demerara, and to ports in Mexico,
Central and South America, by the Com-
pany's and connecting Steamers.

Bright will be received on board until 4
p.m. on the day previous to sailing. Parcel
Packages will be received at the office until
5 p.m. same day; all Parcel Packages
should be marked to address in full; value
of same is required.

Consular Invoices to accompany Cargo
despatched to points beyond San Francisco
in the United States, should be sent to the
Company's Office in San Francisco, ad-
dressed to the Collector of Customs at San
Francisco.

For further information as to Passage
and Freight, apply to the Agency of the
Company, No. 7, Praya Central.
J. S. VAN BUREN,
Agent.
Hongkong, October 9, 1895. 1814

Shipping.

Steamers.

OCEAN STEAMSHIP COMPANY.

FOR SHANGHAI VIA AMOY.

(Taking Cargo & Passengers at through rates
for NINGPO, CHEFOO, NEW-
CHANG, TIENTSIN, HANKOW
and Ports on the YANGTSE.)
The Co.'s Steamship
Hector,
Capt. J. H. BAKER, will be
despatched as above TO-
MORROW, the 17th Instant, at Daylight.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, October 16, 1895. 1909

SHELL LINE OF STEAMERS.

FOR LONDON AND HAMBURG.

The Co.'s Steamship
Conch,
Capt. R. S. BAKER, will be
despatched as above TO-
MORROW, the 17th Instant, at Noon.
For Freight, apply to
ARNHOLD, KARBERG & Co.,
Agents.
Hongkong, October 16, 1895. 1762

CHINA NAVIGATION COMPANY,
LIMITED.FOR SINGAPORE, SAMARANG AND
SOERABAYA.

The Steamship
Empire,
Capt. H. H. BAKER, will be
despatched TO-MOR-
ROW, the 17th Instant, at Noon.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, October 16, 1895. 1854

CHINA NAVIGATION COMPANY,
LIMITED.

FOR SHANGHAI.

The Steamship
Kaitia,
Capt. H. H. BAKER, will be
despatched on FRIDAY,
the 18th Instant.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, October 16, 1895. 1923

CHINA NAVIGATION COMPANY,
LIMITED.

FOR TIENTSIN.

The Steamship
Kaitia,
Capt. H. H. BAKER, will be
despatched on FRIDAY,
the 18th Instant.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, October 11, 1895. 1905

THE OREGON RAILWAY AND
NAVIGATION COMPANY'S
PACIFIC STEAMSHIP
LINE.

CHINA AND JAPAN.

PROPOSED SAILINGS FROM HONGKONG.

Mount Lebanon (via Nagasaki), SATURDAY, Oct. 26,
Kobe, Inland Sea, and at noon.
Yokohama (via Nagasaki), SATURDAY, Nov. 16,
Kobe, Inland Sea, and at noon.
China (via Nagasaki), TUESDAY, Nov. 26,
Kobe, Inland Sea, and at noon.

WARRACK LINE OF STEAMERS.

FOR NEW YORK VIA SUEZ CANAL.

The Steamship
Brannan,
Capt. J. H. BAKER, will be
despatched for the above
Port at Noon on TUESDAY, the 22nd
Instant.
For Freight or Passage, apply to
DODWELL, CARLILL & Co.,
Agents.
Hongkong, October 14, 1895. 1917

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

The Co.'s Steamship
Druid,
Capt. G. H. BAKER, will be
despatched as above on
TUESDAY, the 22nd Instant.
For Freight, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, October 9, 1895. 1855

GLEN LINE OF STEAM PACKETS.

FOR LONDON VIA SUEZ CANAL.

The Steamship
Yankee,
Capt. W. H. BAKER, will be
despatched as above on
THURSDAY, the 24th Instant.
For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
Agents.
Hongkong, October 1, 1895. 1837

FOR DELAGOA BAY AND NATAL.

(Taking Cargo at through rates for
EAST LONDON, PORT ELIZABETH
and CAPE TOWN.)

The Steamship
Yankee,
Capt. W. H. BAKER, will be
despatched as above on
THURSDAY, the 24th Instant.
For Freight, apply to
GILMAN & Co.,
Agents.
Hongkong, October 11, 1895. 1931

Shipping.

Steamers.

SHANGHAI RACER.

NOTICE.

STEAM TO SHANGHAI.

The Norddeutscher Lloyd
Co.'s Steamship
Prinz Heinrich,
Capt. W. SCHMIDT, will
leave for the above place on or about
the 25th Instant.
For Freight or Passage, apply to
MELOHERS & Co.,
Agents.
Hongkong, October 9, 1895. 1882

Sailing Vessels.

FOR NEW YORK.

The 100 A.T. British 4-masted
Barque **Matterhorn**,
JOHN WILLIAMS, Master, is now
loading here for the above Port, and will
have quick despatch.
For Freight, apply to
ARNHOLD, KARBERG & Co.,
Agents.
Hongkong, October 8, 1895. 1879

FOR NEW YORK.

The 100 A.T. British Barque

Empire,
Capt. H. H. BAKER, is now
loading here for the above Port, and will
have quick despatch.
For Freight, apply to
ARNHOLD, KARBERG & Co.,
Agents.
Hongkong, September 6, 1895. 1661

FOR NEW YORK.

The 3/3 L.L.I. American Ship

P. N. Blanchard,
BLANCHARD, Master, is now
loading here for the above Port, and will
have quick despatch.
For Freight, apply to
ARNHOLD, KARBERG & Co.,
Agents.
Hongkong, Sept. 5, 1895. 1399

FOR NEW YORK.

The 3/3 L.L.I. American Ship

Wanderer,
Capt. H. H. BAKER, is now
loading here for the above Port, and will
have quick despatch.
For Freight, apply to
SIEMSEN & Co.,
Agents.
Hongkong, September 6, 1895. 1660

FOR NEW YORK.

The 3/3 L.L.I. Amer. Barque

Field, Master, will load here
for the above Port, and will
have quick despatch.
For Freight, apply to
CARLOWITZ & Co.,
Agents.
Hongkong, August 10, 1895. 1472

INSURANCES.

UNION ASSURANCE SOCIETY.

(Instituted in the Reign of Queen Anne
A.D. 1714).

CAPITAL FULLY SUBSCRIBED, £450,000.
CAPITAL PAID UP, £139,000.
TOTAL INVESTED FUNDS EXCEED £2,619,000.
TOTAL ANNUAL INCOME, £274,516.
The undersigned, having been appointed
Agents of the above Society in Hong-
kong, is prepared to issue Policies against
FIRE on the usual terms.

HARRY WICKING,
Praya Central.

TYphoon Insurance

NOTICE.

HOUSE-OWNERS, TRUSTEES, MORT-
GAGEES, and others interested in
House Property are informed that
THE COMMERCIAL UNION ASSUR-
ANCE COMPANY, LIMITED,
Are prepared to accept risks against LOSS
or DAMAGE by TYPHOONS, at Moderate
Rates.

For Particulars, apply to
WILLIAM MACBEAN,
Local Manager, HONGKONG BRANCH,
Cantonment House,
Queen's Road Central.
Hongkong, July 1, 1895. 1212

GENERAL NOTICE

THE CHAI MARINE INSURANCE
COMPANY, LIMITED.

CAPITAL SUBSCRIBED, £1,000,000.

THE above Company is prepared to
accept MARINE RISKS at Current
Rates on Goods, etc. Policies granted to
all parts of the world payable in any of its
AGENCIES.
CHAN HE-WAN,
Secretary.
HEAD OFFICE:
No. 42 BOMBEY STREET WEST.
Hongkong, August 22, 1895. 1861

NORTH BRITISH AND MERCANTILE
INSURANCE COMPANY.TOTAL FUNDS AT 31st DECEMBER, 1894,
£11,071,018 2s. 2d.

Authorized Capital, £2,000,000.00
Subscribed Capital, £2,750,000.00
Paid up Capital, £2,687,500.00
Reserve Funds, £2,410,923.73
Revenue Fire Branch, £1,946,856.13

HAVING been appointed AGENTS of the
above Company we are prepared to
accept EUROPEAN and CHINESE RISKS at
Current Rates.
SHEWAN & Co.,
Agents.
18 July, 1895. 1300

Not Responsible for Debts.

Neither the Captain, the Agents, nor
Owners will be Responsible for
any Debt contracted by the Officers or
Crew of the following Vessels, during
their stay in Hongkong Harbour:
CHINESE BARQUE, British ship, Capt. C.
A. Trefry, -Renter, Brookman & Co.
Geo. F. Manson, American barque, Capt.
Cruck, -Chinese.
MATTHEWSON, Brit. 4-masted ship, Capt.
John Williams.
St. James, American barque, Capt. R.
Dunfield, -Carlewitz & Co.

For Sale.

FOR SALE.

Messrs. Kelly & Walsh's List

includes the following Works by Dr.
ETHEL:-

EUROPE IN CHINA: The History of

Hongkong, from the beginning to the
year 1860. Hongkong, 1860. 60.50.

HANDBOOK OF BUDDHISM: A

Sanskrit-Chinese Dictionary. Second
Edition. Hongkong, 1888. 22.50.

THREE LECTURES ON BUDDHISM.

Third Edition. Hongkong, 1894. 15.50.

FENGSHUI: Elements of Chinese

Natural Science. Hongkong, 1879.
22.00.

CHINESE DICTIONARY IN THE CAN-
TON DIALECT. Four Volumes, with
Appendix. Hongkong, 1877. 410.00.

CHINESE SCHOOLBOOKS. Translated.
I. The Trinitarian Classics. II. The
Thousand Words Poem. 30.50 per set.
Hongkong, August 9, 1895. 1467

FOR SALE.

JAPAN HAND-MADE PAPERS.

JAPAN PRINTING PAPERS.

JAPAN COPYING PAPERS.

JAPAN WALL PAPERS.

PRICE VERY MODERATE.

ORDERS to be respectfully received by
the Undersigned.

MITSUI BUSSAN KAISHA,
8, Queen's Road Central.
Hongkong, January 2, 1894. 1

To Let.

TO LET.

TWO FURNISHED BEDROOMS at Kow-
loon Hotel.
HOUSE No. 2, ROBINSON ROAD and
PERT STREET, known as the BUNGALOW.
No. 99, PRAYA EAST.
Apply to
DORABJEE NOWROJEE,
New Victoria Hotel.
Hongkong, October 15, 1895. 1779

TO LET.

BUNGALOW at the PEAK.
FURNISHED OR UNFURNISHED.
From 1st November, 1895. FOUR
ROOMS.
Apply to
BELLIOS & Co.,
Hongkong, October 10, 1895. 1891

TO LET.

From 1st July.

N. O. 5, WEST TERRACE.
Apply to
G. C. ANDERSON,
13, Praya Central.
Hongkong, May 31, 1895. 1260

TO LET.

DWELLING HOUSES—
HOUSES IN RYTON TERRACE.
"LARKSPUR" Upper Richmond
Road. 7-ROOMED detached
House with Garden and Lawn
Tennis Court. -FURNISHED or UN-
FURNISHED.
TOP FLOOR OF NO. 1, BLUE
BUILDINGS.
ERAN'S BUNGALOW, 5 ROOMS,
KOWLOON.
OFFICES.
FIRST FLOOR, No. 7, PRAYA
CENTRAL, lately occupied by
Messrs. HOLMIDAY, WISE & Co.
Apply to
**THE HONGKONG LAND INVEST-
MENT & AGENCY CO., Ltd.,**
Hongkong, October 3, 1895. 261

TO LET.

FURNISHED, FROM 1st OCTOBER, 1895.
"TARAVERA".
THE 2nd FLOOR BUNGALOW, with six
bedrooms, situated at a height of 1,250
feet (Concrete Bascins, Tennis Lawn
and 500 situated on Upper Richmond
Road.
Apply to
A. O'D. GOURDIN,
No. 43, Lyndhurst Terrace.
Hongkong, September 23, 1895. 1789

Intimations.

Hannay's

COMPOSITION